HUGHES' ARGUMENTS ARE AUTHOR OF PARCEL POST ACT MONUMENTAL INSULTS TO PEOPLE, DECLARES AVIS

Progressive State Central Committeeman Says Eight Hour Law Is One of Most Valuable and Beneficial Measures Ever Legislated Upon for the Great Masses of the People.

Farmer:-In this article I beg leave in my humble opinion it would be no through you valued paper to indulge crime, in the event that any of them in a heart-to heart talk with the them to take all the money they can workingmen of Connecticut, of whom I am one. In my talk I hope to succeed in impressing my fellow workmen with the fact that the eight-hour low which is inculcated in the Adamson bill, recently passed by the national government, both for the purof, averting a most disastrous railroad strike and also for the purpose of lessening the hours of tail of railway employes by increasing their pay, is one of the most valuable and who has come out strong for Mr. Wilbeneficial measures ever legislated upon for the great masses of the people, who are the workingmen themselves. And I hope also to disclose the absolute and ridiculous absurdity of Charles Evans Hughes in stalking up and down the country reviling this legislation are monumental insults to induce the workingmen of the United States to cast their votes diametrically opposite to their own best inter-Mr. Hughes' arguments against this speak from experience not from legislaction, are monumental insults guesswork—that the eight-hour law one pound and upwards, and do not to the intelligence of those who" earn will help business. The employers of include the parcels of less than a

you who are familiar with the facts, der it." I will say that these working hours for the financial interests are just five hours a day. In other words: The New York stock exchange opens at en candidate for president, holds up

No one has ever head Mr. Hughes day, and not a murmur has come which increases the wages of the great financial interests which control the money channels of this na-But the minute that legislation and anxious to remove the roofs over the heads of the striking Danbury hatters and who was as silent as the tomb over the failure of the governthe brazen effrontery to ask the tollers of the country to repudiate this legislation which has benefitted workdoubtedly work for the reversal of the Adamson law.

Should the Adamson law be repealprogress for workingmen throughout the United States, for it is impossible to hit one branch of labor withour hitting labor in all of its branches. working day for Wall street, I wish to ask my fellow workmen why eight hous are not enough for the great masses of workers and especially for those workers who operate the trains on our great railroad systems? Lclaim, and I believe that every individual who thinks at all on the subject will bear me out in the claim, that the overworking of men who run trains directly jeopardizes the lives of passengers who ride on trains. I claim that it is just as essential for workingmen to have an eight hour day for recreation and diversion as it is for Wall street to have a thirteen hour day for the same thing. In other words, an eight hour day means eight hours work, eight hours play and eight hours sleep.
In these days of speed, speed, speed,

men do far more work in eight hours than they did when they worked from sun to sun. This claim is substantiated through the fact that the eight day at the present time is an eight hour spurt, while those who formerly worked from sun to sun did their work in a more or less leisurely man-Twenty-three years ago men drove the machines in the various lines of occupation in which they gained a livelihood. Today the machines, through constant speeding up, drive the men, and a machine can wear a man out far, far faster than a man can wear out a machine. Of course Mr. Hughes, whose record proves plainly that he has never interested himself in the welfare of those who toll, van be no judge in this matter, for the simple reason that he has not been driven by a mechanical machine, although he is pretty well nmeshed in the colls of a political machine at the presen time, whose tenticles reach out to Wall street.

I can say without any reserve enemies of the Adamson law are beasting at the present time that Mr. will win because he has tha money back of him, and that if the election cannot be carried for him any other way it will be bought. I have heard business men express this sentiment quite often recently. If this is so, then those who will be bought will necessarily have to be working men. It is pointed out that the vast of Wall street are back of the republican candidate and that ey is to be poured out like water mt Wilson. I do not hesitate

Editor of the Bridgeport Evening to say to my fellow workingmen that get from the Wall street crowd, inform the authorities, and vote for Mr. Wilson. In this way workingmen would break no law, because they would not be selling their votes. Those who should offer money, however, for the purchase of votes, would be the lawbreakers even though the votes were not delivered.
Mr Henry Ford, the world famous

manufacturer of the Ford automobile, son, gives the following as one of his millions carried by the express comeasons for doing so: "I'm supporting panies, in exclusive possession Mr. Wilson because Wall street is package transportation in 1912, to against Wilson. I'm for Wilson be- 700 million of packages, combining cause he is 'on to' the interests, the express and parcel post traffic, in 'unseen hands' that each to control 1915-16. In 1912 the package transhour law Mr. Ford also says: "The has since grown to seven packages per republicans are raising a great war capita. And the cause? It is the paropposite to their own best inter-about the eight-hour law and how it cal post. The four hundred million as I have said in other articles, will hamper business. I say—and I packages carried by parcel post have their bread by the sweat of their the country should be as enthusiastic- pound in weight, which were formerly brow." Ingmen in the state of Connecticut who are not familiar with the work- lng hours of Wall street, as reflected through the New York Stock Ex-To begin with, are there any workof the eight-hour day as the workers, through the New York Stock Ex-change? To you workingmen who are eight-hour day in the Ford factory per capita, but it has a 110 pound not posted in this matter, and also in for three years, and we have made weight limit, and gives all the faciliorder to impress it upon the minds of more money each succeeding year un- ties accorded by our express com-

ment Mr. Ford said: "There is abso-lutely no necessity for hard times. Swiss experience indicates, then, a 10 a. m. and closes at 3 p. m. Which for everybody, and this country almeans that while the great masses of ways will find enough to do if the And the potential traffic in the United workingmen are tolling on the average ten hours a day. Wall street manfpulators of the result of the toil of pulators of the result of the toil of the the masses work just half as long on in a nutshell," right from the mouth million have been taken from the exthe average. While the masses are of a man who employs 50,000 men putting in half of the ten hours which and women on the eight-hour basis, they work. Wall street takes its ease and who pays no individual working in costly automobiles and magnificent for him less than \$5 per day. And facto by the parcel post facility. This yachts for the same length of time or when a man of his character makes longer each day. And yet, when the a statement of this kind, what can be national government proposes to re- said of a candidate for office who duce the working hours of a great goes about the country shouting his class of the masses from ten to eight head off for workingmen to vote for hours. Wall street, through its chosterests by doing so. It is ridiculously hands in holy horror and yells absurd to even think that workingmen would prove so sublimely dumb as to go to the polls on election day enter a protest against the fact that and vote against an increase of wages tal system the right to perform its wall street works only five hours a and shortening of working hours for other workingmen. For evey eighthim against national legislation | hour victory for employes of any class means eventually the eight-hour Gay for all classes of workingmen and

In his bitter deunciations of the makes toward the betterment of those who toll and sweat for a living, and form his listeners that 75 republican who are among the real producers of members of the house of congress vo- about its extension? all of the wealth of all nations, then | ted for the bill, and that this number fin members of the house. Not in the parcel on 250,000 miles of rail-one single instance has he been heard by criticize one single republican con-pressman who voted for the bill. Yet of railways and handled it besides on ment to collect a fine of \$29,000,000 be has the consummate audacity to ask 1.092,679 miles of rural routes, with from the masters of Wall street, has those who were directly or indirectly 25 million people. The post then has those who were directly or indirectly 25 million people. The post then has benefited to repudiate the bill. He more than a million miles, and 25 claims that legislation which can million patrons, the advantage in the raise wages can also lower them. Did way of efficiency. But the matter of ingmen by voting for him. His very anyone ever hear of Wall street relanguage and attitude prove that in pudiating a raise in wages brought the event of his election he will unabout for Wall street through legislaof handling this parcel by express and tion because at some future time in by parcel post, barring railway pay. the dim and misty distance legisla- which is practically equal pound for tion might be enacted which would pound and mile for mile? Happily, ed, it would mean the turning back of reduce the wages of Wall street. Not we have the exact experience of the on your life! Wall street has a pen- companies and the post before us. chant for getting all it can in the present and letting the future take average of 24 cents to handle their care of itself, and workingmen who package in 1915, and for this package cannot run the same chances are ri- they secured an average rate of 48 diculous financiers.

say, let future wage legislation for pounds and up, which requires the Wall street likes such increases. Re- attention, 4 mills for clerical services, and down the country trying to persuade workingmen to vote against for Wilson and for yourselves.-William H. Avis.

The Interstate Commerce Commission issued notice to carriers that it would investigate and later hold hearings as to the question of railway mail

The State Department of Health at New Jersey lifted the quarantine which has been in force since the outbreak of the infantile paralysis epi-



Highest Standard of Excellence

From the beautiful finish of the surface, clear through to the most secret interior parts there is the same high purpose to make the Weaver Piano superior to all others. The result is a new high standard of excellence in Piano quality.

Sold in Bridgeport only by Piquette Piano Co. 60 CANNON STREET.

Also agents for the Sonora and

PROPOSES IMPROVEMENTS TO FACILITATE SERVICE IN U. S.

Would Increase Weight Limit to 100 Pounds, Size Limit to 84 Inches-Would Institute Privilege of Collecting Rate from Consignee When Postage Is Not Less Than 21 Cents-Zones and Rates Should Be Rearranged.

posted at parcel rates.

present units.

rate 5 cents.

to be retained.

profit now realized.

Zones: The zones shall each be 50

products, plus 4 cents; minimum rate,

miles, 2 miles per pound or 5 pounds

for a cent. No rate to exceed 12

rail to be taken up to 300 miles. Up

With ample and definite experience

rates would yield about 25 per cent

With these improvements added the

parcel post could be used just like

advantage that the country store

reached by the trucker and farmer

and their supplies. We should then

have postal express system with 1,340,000 miles of land transporta-

tion network reaching all the people

with the package instead of the ex-

of the people. The postoffice being

half the cost to the companies, a

profit of from 30 to 40 million dollars

would arise if the whole business were

so conducted, or nearly enough to re-

move the financial barrier to the in-

TAMMANY GIVES

LOYALTY PLEDGE

New York Democratic Cam-

paign Begins With Un-

bounded Enthusiasm.

New York, Oct. 4-The New York

Democratic campaign really began

vesterday at the meeting of the Dem-

ocratic State Committee, at which

President Wilson and his administra-

tion received unstinted praise and as-

The unity of the Democraccy was

mphaisized by resolutions presented y Thomas F. Smith, secretary of

his masterful diplomacy and the con-

structive legislation which has char acterized his administration.

The Tammany Hall campaign will

begin Wednesday evening with a fly-

manned by speakers, who will hold

from 50 to 100 meetings each evening

in all parts of the city. This number

will be increased in two weeks to 25. Each car will fly a huge streamer carrying the legend-"Wilson and

Marshall-Peace, Prosperity and Pro-

TO VISIT STRATFIELD

The patriarchal degree will be worked Thursday evening by the Stratfield encampment, I. O. O. F., at Odd Fel-

lows' hall, Broad street, and a large

The degree team will arrive at

delegation from Danbury will be pres-

7:30 to be ready for the visiting mem

bers. A banquet will be served after

A new bar and billet mill is to be

constructed at the Farrell works of

the Carnegie Steel Co., at Sharon, Pa.,

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ASTHMA SUFFERERS

New Home Cure That Anyone Can

We have a New Method that cures

Use Without Discomfort or

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Asthma, and we want you to try it

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paroxysms at once and for all time.

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ENCAMPMENT HERE

DANBURY DELEGATION

the degree work.

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low. Do it Today.

Buffalo, N. Y.

at a cost of \$1,250,000.

ing squadron of 12 automobiles

surances of loyal support.

FOR PRESIDENT

troduction of penny postage.

cents; farm products, minimum

Each additional 50

(By Hon. David J. Lewis, of Mary- | in the parcel. Any mail piece exceed-

land, Author Parcel Post Act.) The railroads of the United States handled one thousand millions tons of freight in 1910 and the express companies handled 318 millions of packages. This was before the introduction of the parcel post, which began its career in 1913. At present the railways seem to be handling upwards of 1,200,000,000 tons of freight, the express companies about 300,000,-000 pieces, and the parcel post 400, 000,000 pieces per year. The special significance of these figures is the circumstance that the gross number of

government-and is holding them portation business of the country was In connection with the eight- about 31/4 packages per capita. -It

The railways handle ten tons of ler it."

Panies including a "pick-up service and the "collection" of the rate from Swiss experience indicates, then, a There is enough in this world to do potential traffic of ten parcels, of a

> press companies. That is, 300 million of the postal traffic is new traffic facto by the parcel post facility. This business existed but did not move prior to 1913, because it could not pay the express rate, and more, or because the express agency could not deliver to the farmer and country store on more than a million miles of postal rural routes.

> This is a good illustration of the evil consequences of refusing the postal system the right to perform its age traffic of the United States has been thus killed, for more than a generation, but the absence of a parcel post.

That the parcel post has already doubled the gross package trade of the country shows it to be a business proposition of the first order. What

It cost the express companies an

cents to handle the package of three As a last word at the present time railways. It cost the postoffice 5 to my fellow workingmen. I would cents toh andle thep ackage of three workingmen take care of itself, and special facility of delivery by vehicle. cast your votes solidly for the man Of this expense 2.8 cents per piece who can appreciate that wage earners was the cost for the carrier and ve like wage increases just as much as hicle, 5 mills for railway post office pudiate the man who is stalking up and 13 mills for miscellaneous, or 5 cents in all. The postoffice secured an average of 18 cents for this vehicular their own interests. Cast your votes parcel. If the "pick-up" service at 2 cents per piece, the "collect-of-the rate" from the consignee at 2 cents more, and automatic insurance at 2 cents, with an addition of 2 cents again to cover the greater weight of the express package, 8 cents in all, be added to the present 5 cent actual cost, the total cost to the postoffice in handling the express parcel, granting each of the facilities accorded the shipper by express, would be 13 cents per package, against a service cost of 24 cents for the express company,

Tested then by both the laws of efficiency and economy the package function belongs here, as in other countries, to the postal system, which alone commands the necessary efficiency, and economy for the service. And this superiority of the postal express agency in its efficiency and ecenomy of operation means that it is entitled to all the priviliges accorded those apparently hopeless cases, the best foreign systems. The fullest where all forms of inhalers, douches, study of the subject warrants me in proposing the following improve-

Weight limit: One hundred pounds. Size limit: Eighty-four inches, neasuring the length and HALF the all wheezing, and all those terrible girth combined. Pick-up: When postage on shipment

not less than 15 cents. Insurance: Graduation of insur-

ance from 3 cents for \$3.00 to 15 no money. Simply mail coupon becents for \$100. "Collect": Privilege of collect-ofrate from consignee, when postage is not less than 21 cents, the consignee to pay fee therefor at rate of 10 per cent of postage to be charged with minimum 4; the consignor to guarantee postage. Farm products, direct

from farre no extra charge. Classification: Parcels of first class nail in single bundles directed to nondelivery offices may be sent if bearing "drop-letter" postage ate. Any statement relating to conents of parcel may be inclosed with-

AEROS RUSHED BY BRITAIN TO FILL BIG GAPS

Great Destruction Wrought to Aircraft In Fighting on Somme River.

With the British Armies in France via London), Oct. 4-Never were such numbers of planes employed, and never did they play such an important part as in the Battle of the ing 4 ounces in weight and marked Somme "Fourth Class" or "parcel" may be

The wastage of British planes at the front has been supplied by new planes flown across the Channel from miles in extent and be based on the England, where, after coming from the factory, they are tested out at an aerodrome. The record time in crossing the Channel at the narrow-Rates: First 50 miles, one-half cent per pound, lus 10 cents; farm est point, where the distance is 22 miles, is eight minutes.

Flies Back to Front.

When the correspondent, who was cents per pound. Actual distances by in London for a days leave from the front, asked a certain General at the to 15 cents privilege of present rates War Office for permission to fly back instead of going by steamer, train and automobile, the answer was "Perfectly easy." And to prove it, he before us, we can say that the above called up the commander of the Flyprofit, which is about the rate of ing Corps, and in five minutes all vas arranged over the telephone.

"What about my baggage?" asked the correspondent. the express agency, with the great "Oh, take it along and strap it on," replied the General. "A plane that carries 150 pounds of bombs will not could be reached by the wholesaler of the city, and the city patrons could be

be bothered with a suit case."

A dozen machines, one after another, were due to go to France that day as soon as the wire said a storm on the other side of the Channel had

The correspondent slipped into a wadded jacket for protection against the wind, which would also act as a life buoy if he happened to fall into the Channel, and took his place, a position usually occupied by the observer, who also mans the machine

Ready to Enter Battle. "She's a good and steady bus," said

the pilot. "They flew her down from the factory three days ago, and she's tuned up and ready for her part in the big show on the other side. You must not expect any fancy stunts." "My business is to fly her to France and deliver her in good condit ready for work."

This pilot had made 30 such crossngs, and was proud of the fact that ne never had come down at any of the way stations.

The course was as straight as line, following a plotted course of land objects for the route. After 40 minuted in unvarying steadiness of speed above the English hedges, he turned at a given point for the channel cross-Usually the crossing is made at a height of 10,000 feet. This allows of more leeway to descend to the nearest shore, or to a steamer in the channel, in case of engine trouble. Crossing the Channel.

On account of thick weather, he ook the channel this trip at a height of 4,000 feet. As the white lacework of surf beat against the chalk just underneath, the correspondent looked Tammany Hall, pledging the loyalty at his watch. Then the machine ran about its extension?

As to efficiency; what is it that the express company does? It handles the parcel on 250,000 miles of will be parcel on 250,000 miles of will be resident will into a cloud. The pilot stopped the engine, and the machine slid for 1,000 feet until the sea again appeared, and which commended the resident will into a cloud. The pilot stopped the engine, and the machine ran into a cloud. The pilot stopped the engine, and the machine ran into a cloud. The pilot stopped the engine, and the machine ran into a cloud. The pilot stopped the engine, and the machine ran into a cloud. The pilot stopped the engine, and the machine ran into a cloud. The pilot stopped the engine, and the machine slid for 1,000 bounded enthusiasm greeted the presentation of the Tammany resolution which commended the resident will-

THE ELECTRIC SHOP

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Light Has Selling Power of Its Own

Merchants Who Believe in The Selling Power of Light Are

invariably far more successful than the competitor who continues to light his store by the antiquated methods of by-gone years.

Trade Flocks to the Light

Shoppers unconsciously are attracted to the cheerful progressive-

looking shops.

If you brighten up your show windows and install modern electric lighting fixtures, you can also enjoy your full share of the profitable evening trade.'

The United Illuminating Co.

PHONE BARNUM 821

ahead as the engine took up its re- | was reached. When storms have prefrain was the shore.

As the machine crossed that shore line the correspondent looked again at his watch. The time elapsed was 17 minutes. The flight had not been made over the narrow part of the Channel. The fastest steamer would have required an hour and a quarter, a rumor in Vea Cruz that bandits had and, traveling that way, the passage would have been rough, as a heavy

sea was running. Finally, the Aerodrome at the front many

vented migration for a period, 50 new machines have come in from England in one day.

ship Nebraska, at Vera Cruz, reported dynamited a passenger train en route from Vera Cruz to Mexico City, killing

Motorists buy a certain make of tires for the first time because it is sold to them-through advertising, salesmanship, or the good words of satisfied users.

But motorists continue to buy that make of tire only because the first tires have made goodhave given satisfactory mileage and service.

Motorists bought United States Tires so consistently that, during the first seven and one-half months of this year, we sold and delivered more tires than during the entire twelve months of last year.

And motorists are continuing to buy United States Tires at the same phenomenal rate.

If straws show which way the wind blows, such phenomenal sales increases certainly show where the best tire service comes from.

